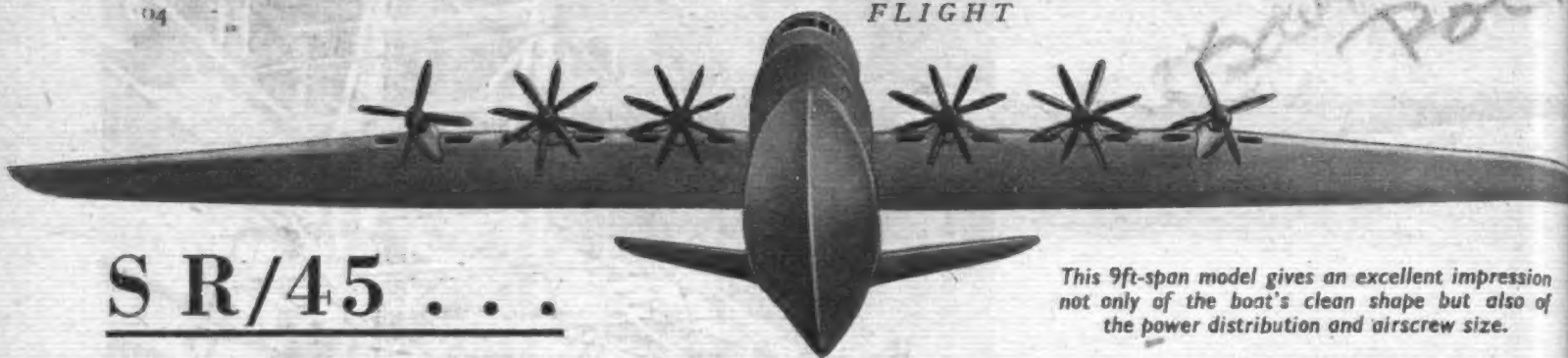


S R/45 . . .



This 9ft-span model gives an excellent impression not only of the boat's clean shape but also of the power distribution and airscrew size.

conveys better than drawings and imagination ever could the astonishing spaciousness to be found on both decks, and also gives a reasonable indication of the quality of appointment which may be expected.

When the machine is at rest on the water, the designed load-water-line is such that a tail-down attitude is given with the longitudinal axis of the hull at about four degrees to the horizontal. Thus it is that the threshold of the main entry door—which is on the port side just forward of the wing leading edge—is approximately three feet above the water line. This doorway opens into a spacious foyer, on the starboard side of which a semi-circular staircase leads to the upper deck. A central corridor runs fore and aft from the foyer, the forward accommodation comprising two two-berth cabins—in effect private staterooms—on the port side, these being complemented to starboard by a ladies' dressing room adjacent to the stairway with, forward, a four-berth stateroom beyond which is the crew's

toilet. Access to the latter is from the No. 1 freight hold, which occupies the nose portion of the lower deck with the "eyes" or fo'c'sle given over to what is called the marine compartment; this is unpressurized and is, as its name suggests, the repository of all mooring tackle, etc.

The port rear corner of the entrance foyer is devoted to a dual compartment for the purser and stewards, whilst opposite across the rearward-running corridor is a gentlemen's dressing room and a two-berth cabin. Aft of these are a two- and a four-berth cabin respectively to port and starboard of the corridor which then, up two steps, gives entry to the day saloon. Seats for twenty-five passengers are disposed in this compartment in five rows divided by an aisle into triple seats to starboard and paired seats to port.

A doorway in the after bulkhead of the day saloon gives access to the promenade bar, a spacious place of cheer with a cunningly designed counter which sweeps round to blend into the wall of the staircase leading down from the upper deck. Seats are provided in the bar for those who do not wish to "promenade," but for those who do there is additional standing space in the corridor running along the port wall back to No. 2 freight hold. The latter is the rearmost compartment on the lower deck. Behind the staircase on the starboard side is a gentlemen's dressing room; and the rear entry door for passengers, which is subsidiary to the forward door, opens directly into the promenade bar.

Upstairs the rearmost compartment of the top deck is allotted to the ladies' dressing room, immediately forward of which are three Pullman-type cabins of substantially similar size, seating thirty-two passengers between them. The chairs are arranged in facing pairs, each of which share a common table, and a central aisle runs through all three cabins from the stair head up to the steward's pantry. This latter is shallow, but full thwartships length, and is situated immediately aft of the wing centre-section torsion-box. The wing-box spanning the hull is not pressurized, and beneath it is arranged a food-conveyor linking the steward's pantry with the galley on the forward side of the centre-section. Beyond the galley is the lounge/dining room, from the starboard rear corner of which leads down the stairway to the entry foyer; the remainder of the upper deck forward of the lounge is the preserve of the flight crew.

Crew Quarters

Although there is a doorway in the bulkhead dividing the lounge from the crew's rest-room, access is also afforded by a jack-ladder leading up from No. 1 hold. From the rest-room (which, presumably, will be furnished with berths-cum-chairs) entry is given direct on to the flight deck. As naturally to be expected, this is an exceedingly roomy compartment, with a centre-line length of more than 16ft and a maximum width of over 10ft. In the port rear corner sits the radio officer facing aft, with his multifarious items of equipment mounted against the bulkhead in front of him and along the port wall on his right. The radio officer sits back-to-back with the navigator, whose chart table is mounted athwartships from the port wall. To starboard sit the two flight

Looking forward along the afterbody chine on the port side one here gets a good idea of size and construction. Note the girder-braced keel-support jig.

